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**AVIA 14 - SUPER
INFORMATIVE SPECIFICATION**

1959

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PASCHER LINE AV14-SUPER

Informative specification

Avia aircraft works - Prague 1959

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The A-1 Skyraider in flight

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Passenger liner Av 14-Super

General information

Av 14-Super is a passenger liner specially designed for operation on short-range central european airlines.

For the designing of this type full use has been made of operational experience gained on aircraft Av 14-32, Av - 14-8 and Av 14-10F.

With regard to the fact, that the basic aircraft structure differs only slightly from the original type Il - 14M, the trouble-free record and dependable operation of which is already well known, we can take these facts as a proof for the basic safety of the aircraft Av 14-Super. The safety of this aircraft has been further proved also by hundreds of flying hours performed on the above mentioned versions.

Description of the aircraft

Av 14-Super is a low-wing monoplane of semimonocoque structure made of duraluminium sheets and sections. The aircraft is powered with two piston engines rated each at 1,900 HP take-off power, driving two automatic constant speed fully feathering propellers V-50.

The flight crew is basically formed by two pilots and one wireless operator, on international routes the crew comprises also a stewardess. The flight crew may comprise also an aircraft mechanic, this is, however, not obligatory.

The pantry is removable and is principally being installed only on "international services"-versions. The main cabin is designed for 36 passengers, but for short-range operation it can be adapted for up to 42 passengers, all of whom are seated at windows ensuring a good outward-view. On this version the pantry is of course removed and the aircraft flies without stewardess.

For use in tropics a 28- or 32-seat version is recommended. In this case the appropriate number of seats is removed from the cabin and both luggage compartments may be enlarged. This recommendation is being given, because in tropics it is necessary to reduce the take-off weight because of high ambient air temperature. Examples of operation at reduced take-off weight are given in the appendix.

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The luggage compartments are situated in front and behind the passenger cabin. The passenger cabin is provided with individual ventilation and heating and the modern cabin styling gives the passengers a feeling of comfort and safety.

The passenger seats can be easily removed and for service on international routes they are provided with folding tables. The seats can be reclined backwards and are adjustable in two positions.

The cabin windows are, contrary to previous versions, of circular shape, their frame being so adapted as to ensure the passengers an equally good view. The electric batteries and fire extinguishers are placed behind the rear luggage compartment.

The fuel system is so modified, that the outer fuel tank groups / No. 2 and 4 / have been left out and they are replaced by wing-tip fuel tanks. This arrangement makes it possible to increase the payload decreasing simultaneously the possibility of fire hazard. Consequently there are in the aircraft the original two emergency exits, the design of which is so adapted that the passengers do not encounter any difficulty in keeping the exit doors open on leaving the aircraft.

The radio-equipment consists of two 25-channel VHF sets, of one HF set, two radiocompasses and of one ILS set type "Meteorik". On customer request a radioaltimeter can be installed.

The power source of the electric network form two 6.000-W generators. Part of the a/c network is working on 28 V; part is fed with 110 W. The capacity of the batteries is sufficient to allow, in case of necessity, the starting of engines without using any external power source.

The hydraulic system operates at the basic pressure of 110 atm. The aircraft characteristics have been so chosen that it can operate from grass airfields and air-strips and it is specially suitable for operation on short-stage routes.

The interior lay-out of the aircraft makes it possible to convert it very quickly from the "international services" version with pantry / for 36 passengers / to the "internal services" version without pantry for up to 42 passengers.

The main technical data are given in the following chapter.

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MAIN TECHNICAL DATA

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Main technical data

Dimensions : Span / including wing-tip tanks/ 32.5 m
Length 22.3 m
Height 7.8 m
Wing area 100.0 m²
Wheel track 7.7 m
Wheel base 6.36m
Main U/C wheels 840x300 / 5 atm. /
Nose U/C wheel 770x330 / 4.5 atm. /

Weights: Aircraft empty weight 12.550 ± 1% kg
Max. take-off weight 18.000 kg
Max. landing weight in temperate
zones 17.500 kg
Max. landing weight in tropics 17.300 kg
Max. payload:
" International services " version 3.750 kg
" Internal services " version 3.910 kg

Fuel: Max. fuel tanks capacity 2.075 kg / 2.840 lit. /
of which: in main tanks 1.245 kg / 1.950 lit. /
in wing-tip tanks 650 kg / 890 lit. /
Min. fuel for the take-off
at 18.000 kg A.U.W. 1.000 kg / 1.370 lit. /
Min. operational fuel quan-
tity / A.U.W. 17.600kg or less / 600kg / 820 lit. /
Oil 170kg

When longer range is required, another pair of fuel tanks may
be installed inside the wing. The range is thus increased by about
1.000 km, but the payload is at the same time decreased by about
110 kg.

Engines: Take-off power 1.900 HP at 2.600 r.p.m.
Max. continuous power 1.630 HP at 2.400 r.p.m.
Cruising power / 60% nominal / 920 HP at 1.880 r.p.m.
Fuel consumption at cruising power 210 - 220 g/ HP / hour

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Performance:

Max. horizontal speed at max. cont. power / TAS /	400 km/h
Normal cruising speed / up to 3,500 m / /IAS /	300 km/h
V_{NO} / max. permissible cruising speed / /EAS /	350 km/h
V_{NE} / never exceed speed / IAS /	450 km/h
Max. rate of climb at max. cont. power	5.5 m/sec
Max. rate of climb at max. cont. power / one engine/	0.6 m/sec
Max. rate of climb at <u>take-off</u> power / one engine /	1.4 m/sec
Flap speed / flaps down to 45° / / EAS /	230 km/h
Undercarriage down speed /EAS /	250 km/h
Take-off run	500 m
Take-off distance to 25 m	<u>1,100 m</u>
Take-off distance with one engine out-out at the speed of 165 km/h	2,300-2,400 m
Accelerated stop distance with one engine out-out at 165 km/h /from the beginning of the take-off run to the stop with normal braking	<u>1,650 m</u>
Unstick speed / IAS /	150 km/h
Recommended unstick speed / IAS /	165-175 km/h
Ceiling on both engines / practical /	6,900 m
Ceiling on one engine when climbing after the take-off	1,800 m

Note: All figures are given for sea level ISA conditions with
the exception of max. rates of climb.

The Av 14-Super aircraft may be operated at full take-off
weight of 18,000 kg from grass aerodromes and airstrips. In
emergency it may be landed at practically 18,000 kg A.U.W.

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Weight analysis for maximum payload

Internal services version:

Aircraft empty weight ^{1/}	12.550 kg
Aircrew / 4x80 kg, i.e. two pilots, one wireless operator, one flight mechanic	320 kg
Service load / antifreeze, water, airborne stairs, tool-kit	50 kg
Fuel	1.000 kg
42 passengers / a 77,5 kg	3.260 kg
Luggage / a 15,5 kg per passenger	650 kg
Take-off weight	<u>18.000 kg</u>
Maximum payload	3.910 kg
Range with 400 kg fuel reserve	430 km

International services version:

Aircraft empty weight ^{2/}	12.550 kg
Aircrew / 4x80 kg, i.e. two pilots, one wireless operator, one flight mechanic	320 kg
Service load / antifreeze, water, airborne ladder, tool-kit	50 kg
Fuel	1.000 kg
Oil	270 kg
42 passengers / a 77,5 kg	3.260 kg
Luggage / a 15,5 kg per passenger	650 kg
Take-off weight	<u>18.000 kg</u>
Maximum payload	3.910 kg
Range with 400 kg fuel reserve	430 km

✓ In the project stage we assume the same aircraft empty weight for both the "internal services" and the "international services" version.

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C.G. positions:

The range of c.g. positions with the undercarriage lowered is 14 to 21 % MAC. By the retraction of the undercarriage the c.g. will be shifted 1% forward. By using up 1.000 kg of fuel the c.g. will move forward by less than 1%.

Range performance

Internal services version:

Absolute still air range with max. payload and 400 kg-fuel reserve	430 km
Max. still air range with 400 kg fuel reserve	1,475 km
Payload for max. range	2,835 kg

International services version:

Absolute still air range with max. payload and 400 kg-fuel reserve	430 km
Max. still air range with 400 kg fuel reserve	1,475 km
Payload for max. range	2,675 kg

- Note: 1. The above mentioned abbreviations used denote the following - TAS True air speed
IAS Indicated air speed
EAS equivalent air speed
2. The tolerance for horizontal speed values is -2%. The tolerance for rate of climb is -5%.

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STRUCTURAL STRENGTH

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Structural strength of the Av 14-Super aircraft

When judging the structural strength of this aircraft the strength requirements of the following regulations have been taken into account:

1. International requirements ICAO, Annex-8, Category A.
2. British civil airworthiness requirements, Section A, category Normal.
3. American civil airworthiness requirements, part 3, category "Normal".

Below are given the main data used in structural strength analysis of the aircraft:

Max. design weight	18,000 kg
Max. take-off weight	18,000 kg
Max. landing weight	17,500 kg
Minimum design weight	13,600 kg
Wing Area	102.3 m ²
Aspect ratio	10.2
Root / tip ratio	2.81
Max. lift coefficient with full flaps	1.7
Max. lift coefficient with flaps retracted	1.42
Lift coefficient curve slope :	4.95 1/radian

The general disposition of the aircraft is to be seen from the appended figure.

In the preliminary strength analysis the following critical loadings and load distributions have been considered:

Configuration: G	-	17,500 kg
G _{B1}	-	50 kg
G _{B2}	-	0 kg
G, g: position	-	15% MAC

Note: G_{B1} denotes the fuel carried in normal wing tanks.
G_{B2} denotes the fuel carried in the wing-tip tanks.

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Nominal landing configuration:

$G = 17,400 \text{ kg}$
 $G_{B1} = 400 \text{ kg}$
 $G_{B2} = 0 \text{ kg}$
C. g. position - 16,5 - 20,5 % MAC

Take-off and emergency landing configuration:

$G = 18,000 \text{ kg}$
 $G_{B1} = 400 \text{ kg}$
 $G_{B2} = 600 \text{ kg}$
C. g. position - 17 - 21 % MAC

When determining the characteristic design speeds and load factors the requirements of the above mentioned regulations have been taken into consideration. These values are given in the diagrams as a function either of the flight speed or of the all-up weight. The tabulated values of characteristic flight speeds and load factors correspond to the all-up weight of 18,000 kg.

In our strength calculations we have assumed the following gust speeds:

a/ $V_{PB} = \frac{1}{2} 20,1 \text{ m/sec}$ at the flight speed V_B
b/ $V_{PC} = \frac{1}{2} 15,25 \text{ m/sec}$ at the flight speed V_C
c/ $V_{PD} = \frac{1}{2} 7,8 \text{ m/sec}$ at the flight speed V_D

The ensuing load factors are shown in the enclosed diagram of gust load factors.

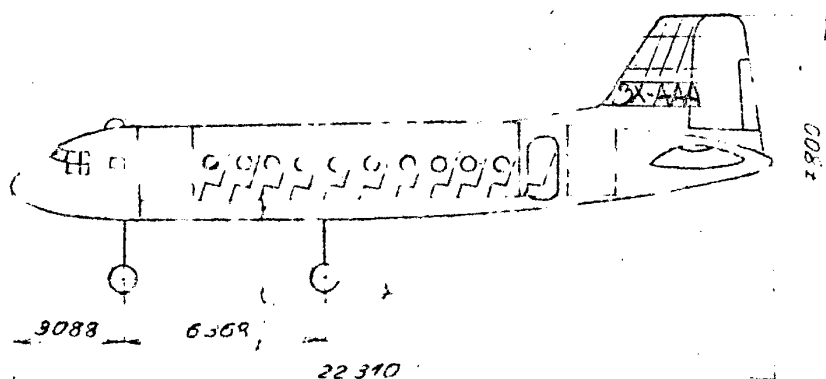
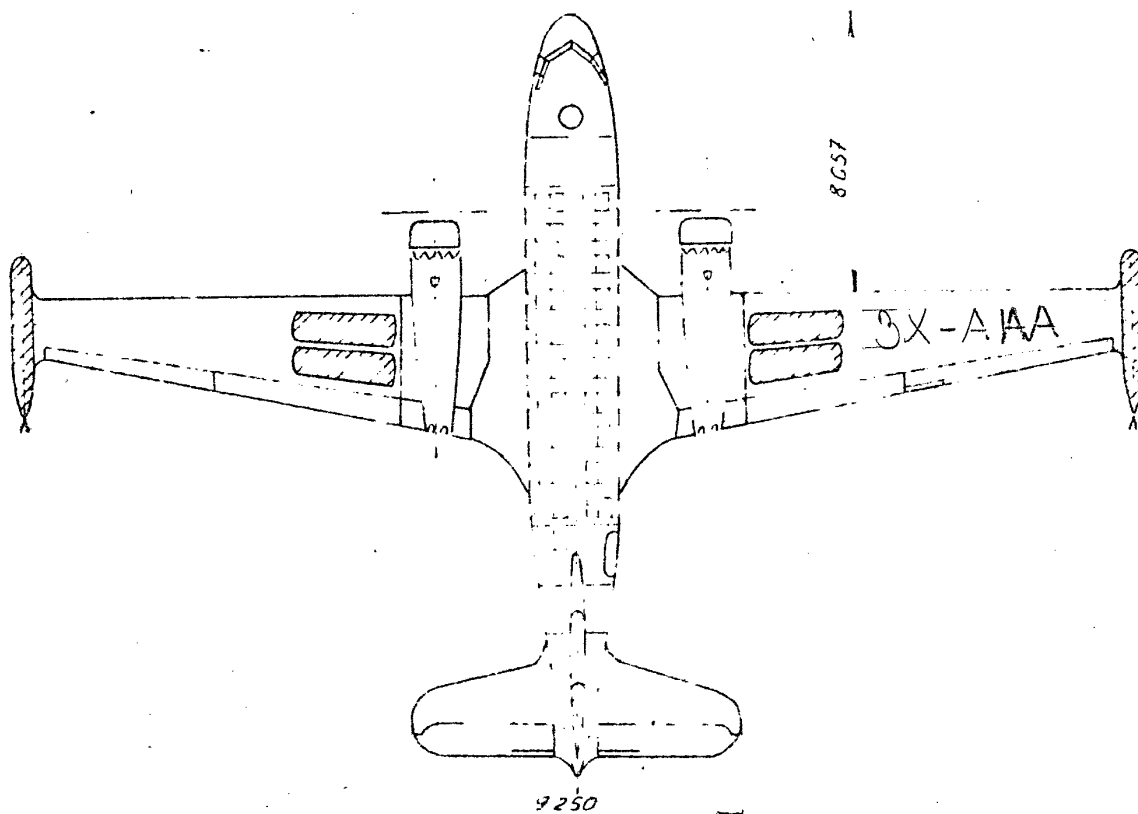
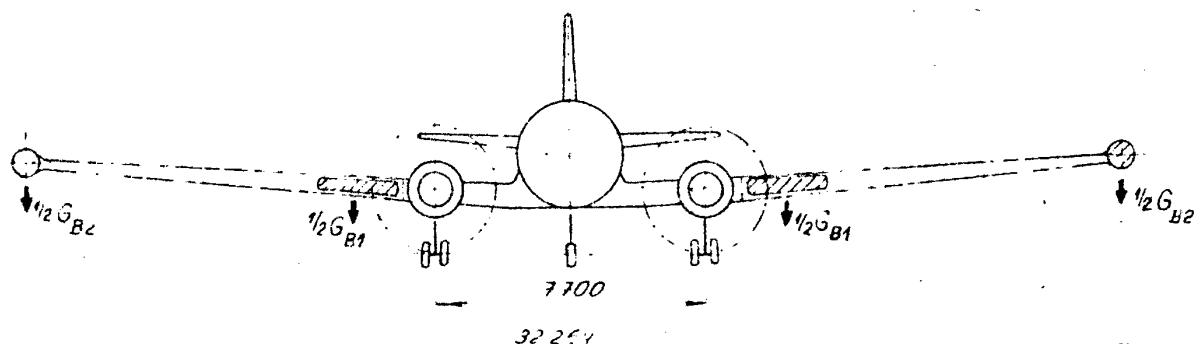
In accordance with the requirements of the above mentioned regulations a safety factor of 1,5 is used.

Note: the speeds V_B , V_C , V_D are defined in the ICAO requirements, annex 8.

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Av 14-Super
H5 14-Super

V-n график V-n diagram

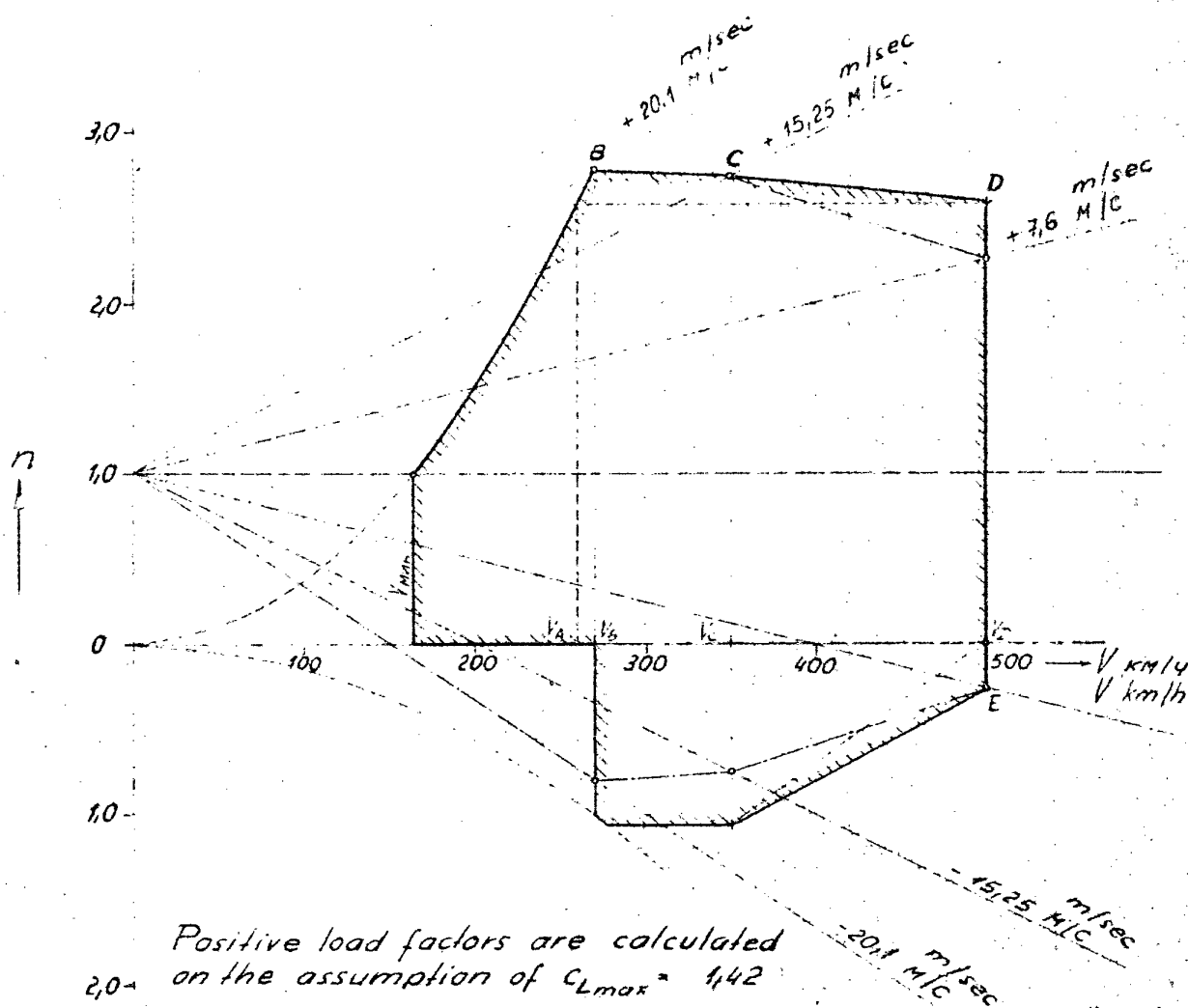
Объемные линии эксплуатационных перегрузок самолета

для: $G_{max} = 18000 \text{ кг}$

This envelope represents limit load factors at $G_{max} = 18000 \text{ kg}$

Legend: Обозначение:

manoeuvring load factors ----- маневренные перегрузки
gust load factors ----- нагрузки от неспок. воздуха
resulting enveloping curve ————— результирующая линия



Positive load factors are calculated on the assumption of $C_{Lmax} = 1.42$

Negative load factors on the assumption of maximum negative $C_{Lmin} = -0.51$

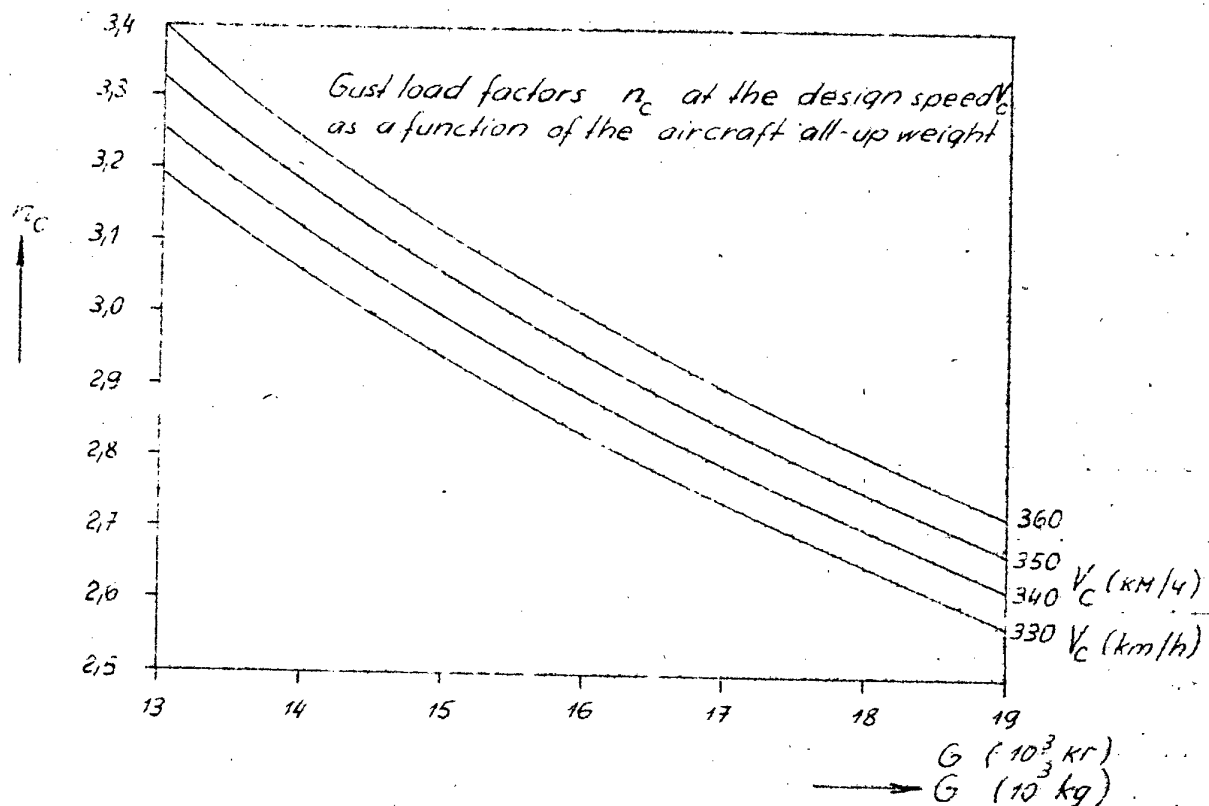
Зона позит. перегрузок для $C_{y max} = 1.42$

Зона негат. перегрузок для $C_{y min} = -0.51$

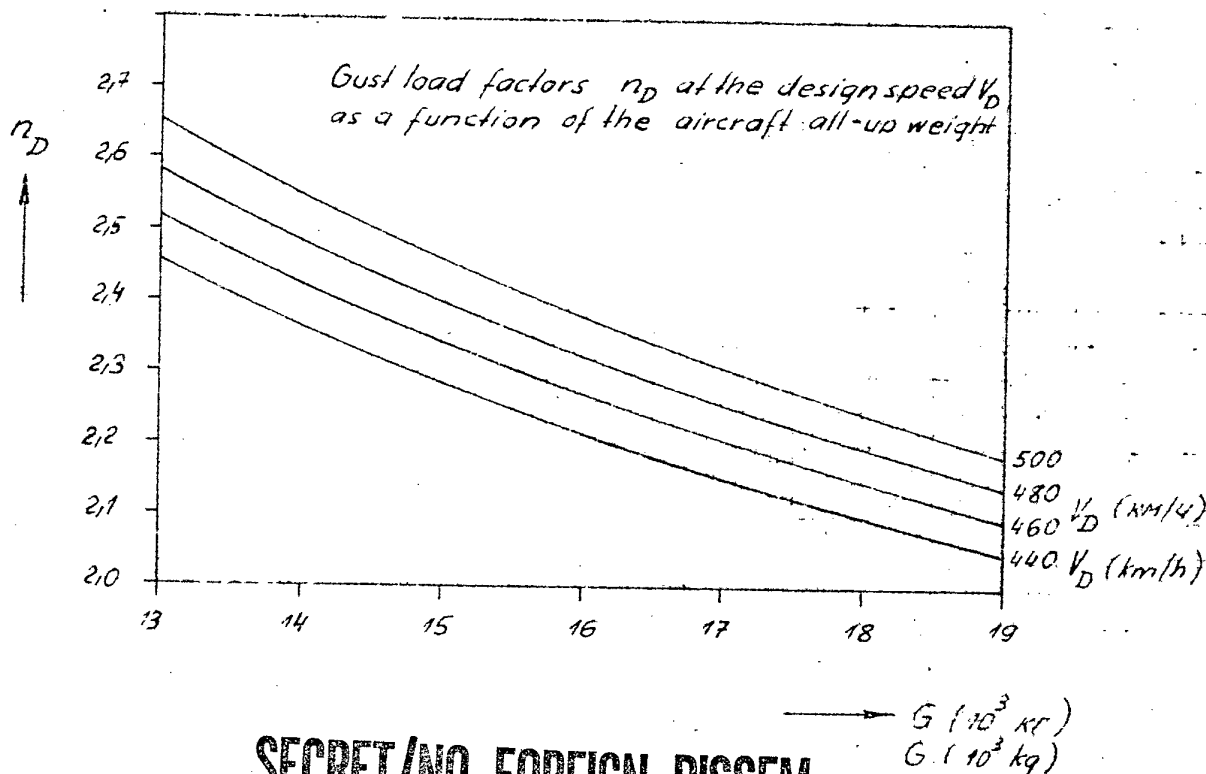
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Av 14 Super
AB 14 - Сунер

Эпюры перегрузки от порыва n_c при полетной скорости V_c в зависимости от полетного веса G



Эпюры перегрузки от порыва n_D при полетной скорости V_D в зависимости от полетного веса G

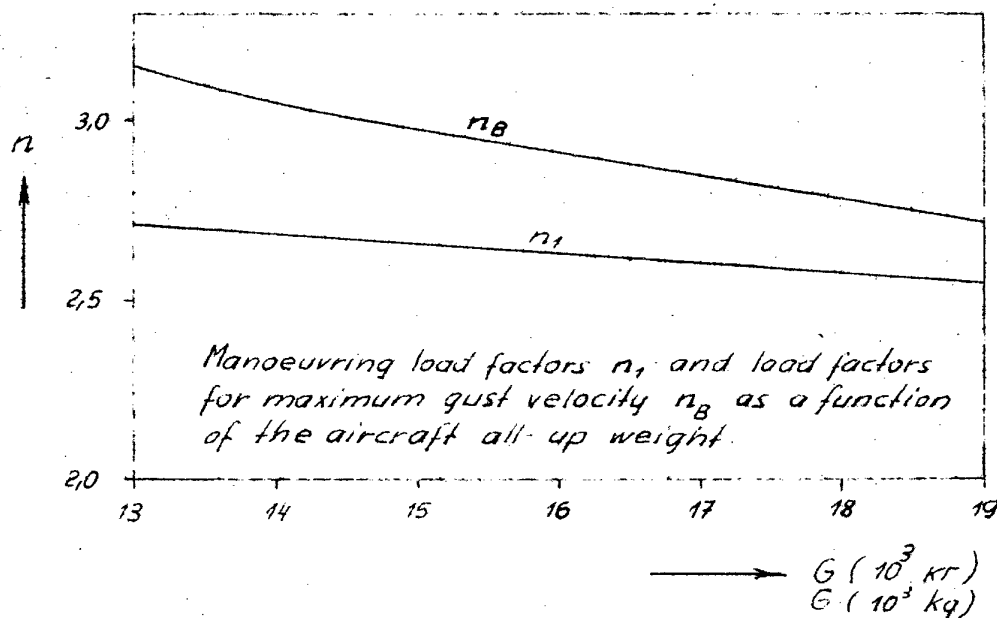


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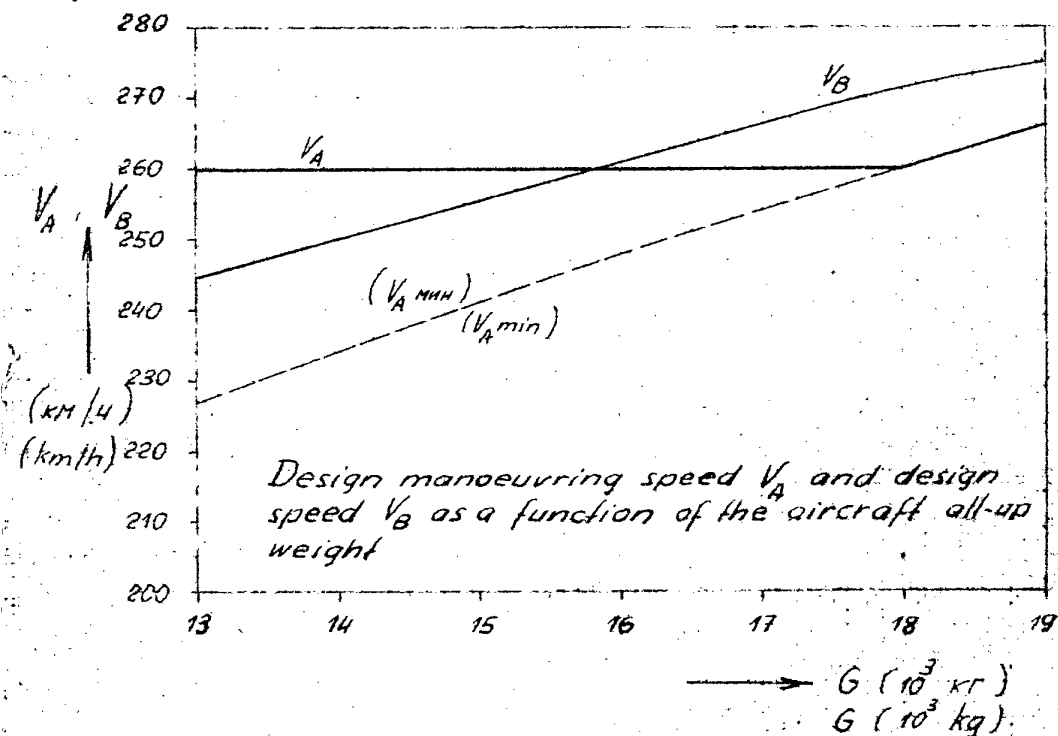
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Av 14 - Super
H6 14 - Супер

Эпюры маневренной перегрузки n_1 и перегрузки от макс. порыва n_B в зависимости от полетного веса G



Эпюры маневренной скорости V_A и полетной скорости V_B при максимальном порыве в зависимости от полетного веса G



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Configuration	Design speeds			Requirements	Manoeuvring load factors		Gust load factors	
	Nomenclature	Symbol	km/h		⊕	⊖	⊕	⊖
In flight	Stalling speed	V_{S1}	162	ICAO	1,0	—	—	—
Landing	Stalling speed	V_{S0}	147	ICAO	1,0	—	—	—
In flight	Design manoeuvring speed	V_A	260	ICAO CAR	2,58	- 1,06	—	—
"	Design speed for max. gust intensity	V_B	271	ICAO	—	—	2,78	- 0,78
"	Design cruising speed	V_C	350	ICAO	2,58	- 1,06	2,75	- 0,75
"	Design diving speed	V_D	463	ICAO	2,58	- 1,06	2,25	- 0,25
		V_{Dmax}	500	CAR				
"	Design flap speed	V_F	240	ICAO CAR BCAR	2,0	—	1,61	0,39
Landing	Limit velocity of descent	V_{yp}	3,05 m/sec	ICAO	1,0	—	—	—
"	Ultimate velocity of descent	V_{ypmax}	3,60 m/sec	ICAO	1,0	—	—	—
Take-off	Limit velocity of descent	V_{ys}	1,83 m/sec	ICAO	1,0	—	—	—
"	Ultimate velocity of descent	V_{ysmax}	2,16 m/sec	ICAO	1,0	—	—	—

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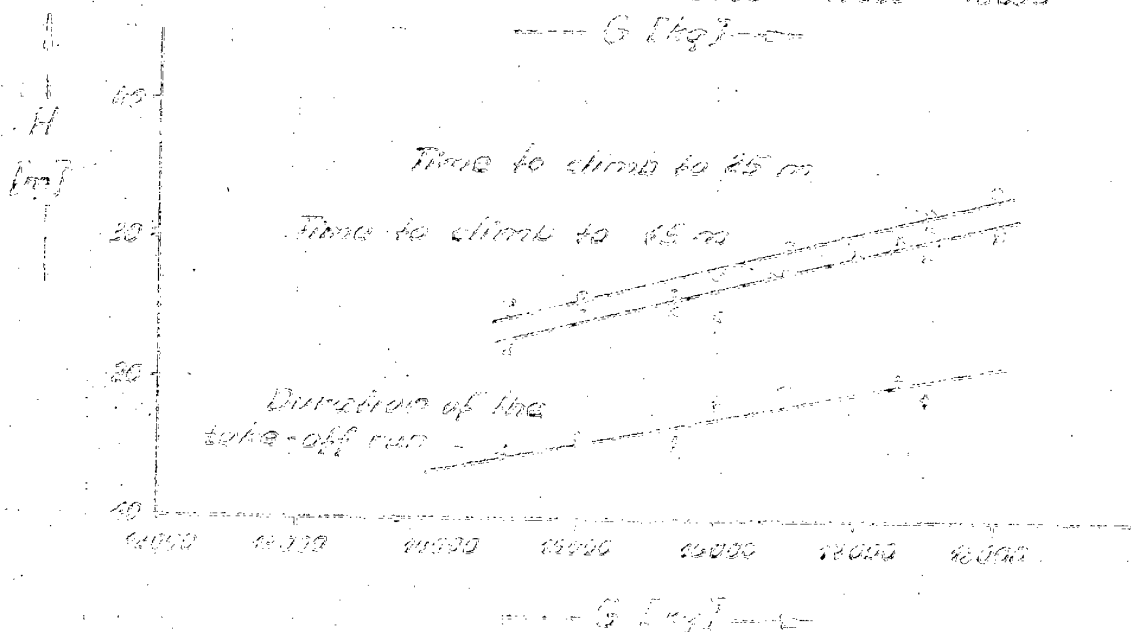
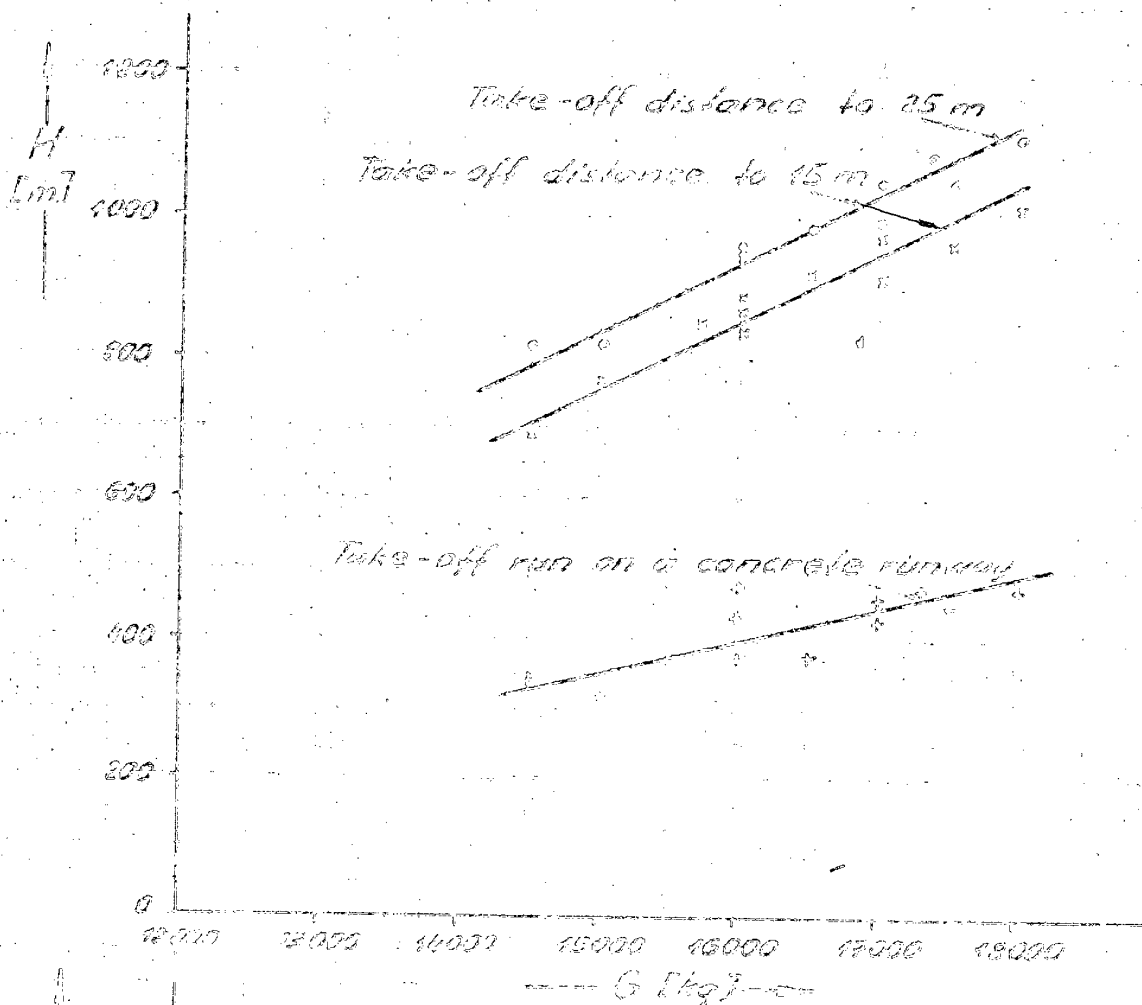
FLIGHT CHARACTERISTICS

The shown flight characteristics represent average values obtained on the basis of several measurements, carried out on aircraft types Ar14-32, Ar - 14F and Ar14-10F both in the aeronautical research institute and in the production works.

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Minimum take-off distances and times
of climb as a function of the take-off weight



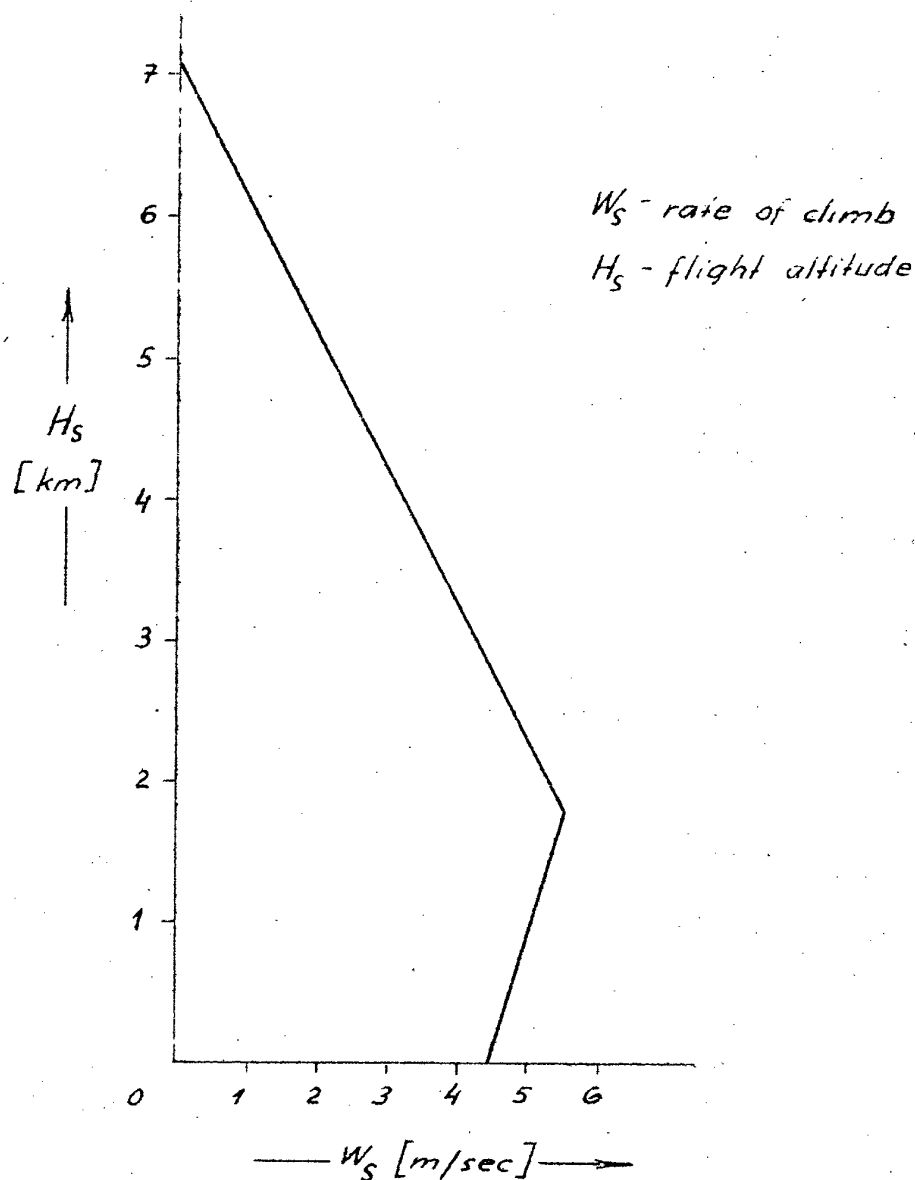
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Rate of climb of the Av-14 aircraft

Weight before the take-off 18000 kg, landing gear retracted, landing flaps closed, oil radiator gills and engine shutters fully open.

This diagram is valid for the nominal engine power (i.e. up to the type altitude of 1750 m engine revolutions 2400 r.p.m. and boost 1020 mm Hg, above this altitude the same engine revolutions with the maximum attainable boost)



These values apply for ISA conditions

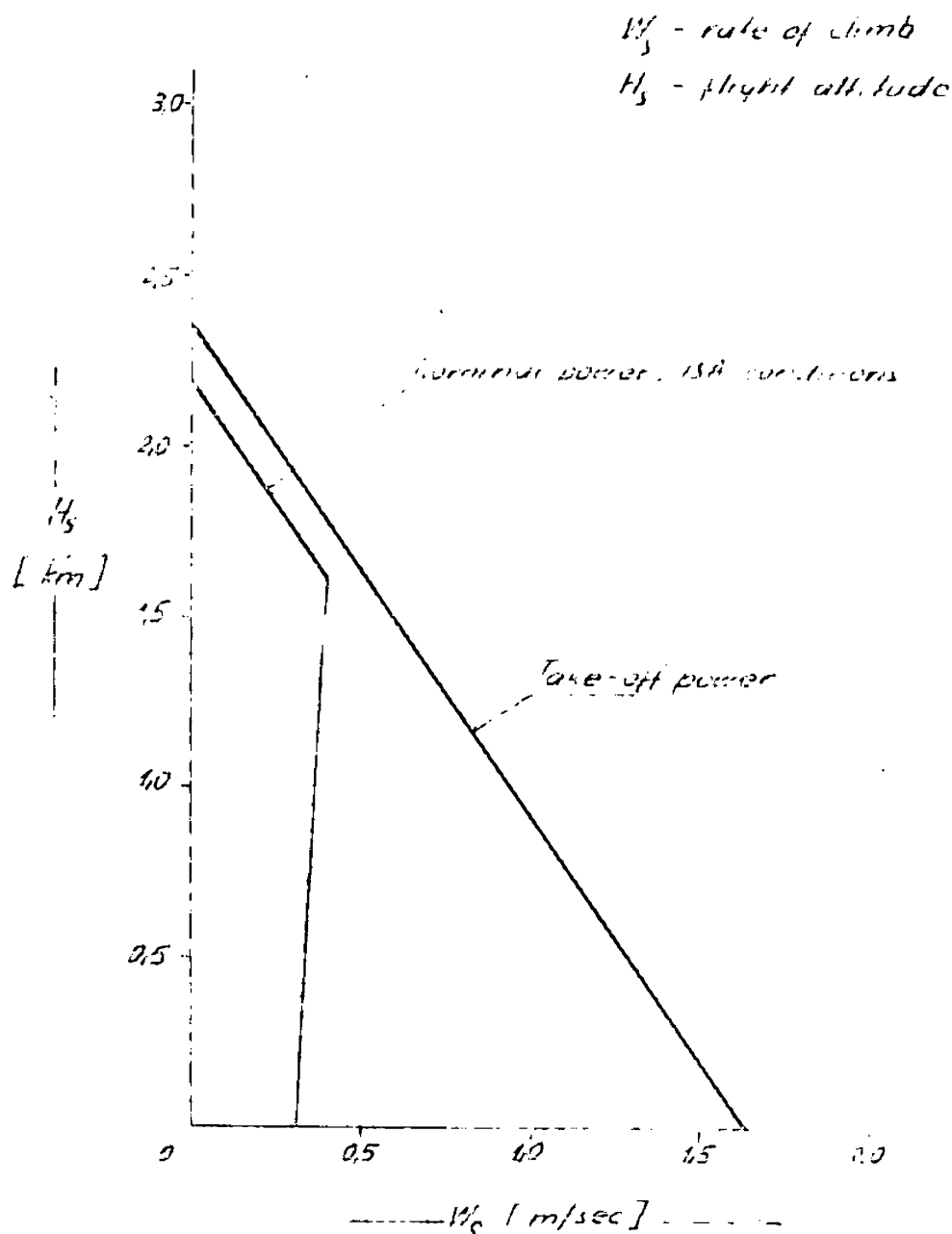
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Rate of climb of the Av-14 aircraft on one engine

Weight before the take-off 12000 kg, landing gear retracted, landing flaps closed, oil radiator gills and engine shutters fully open.

On this diagram are shown rates of climb for nominal power and take-off power (i.e. 2600 r.p.m. with maximum obtainable boost) in ISA conditions.



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Maximum speeds of the Av-14 aircraft

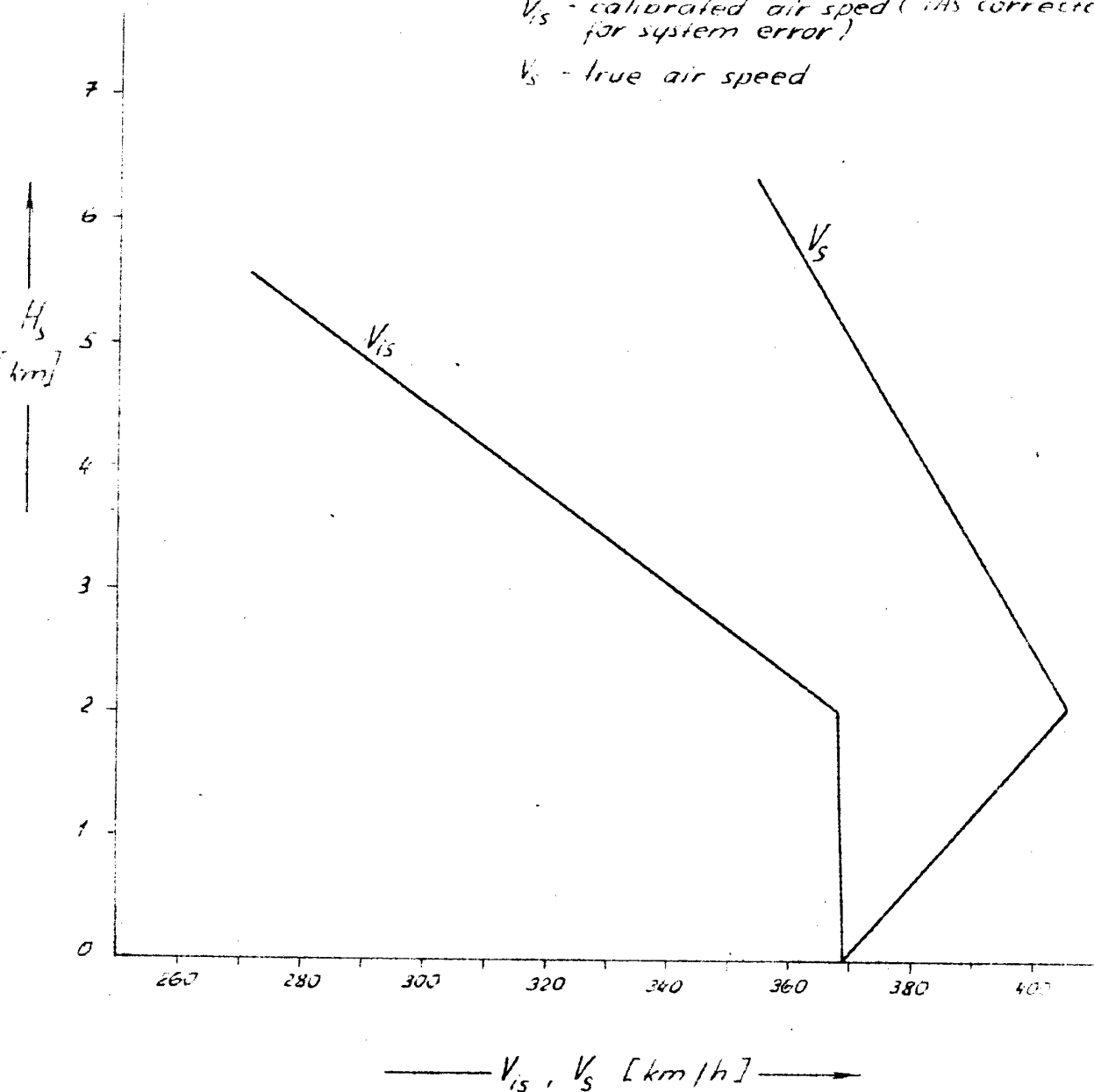
Weight before the take-off 18000 kg, landing gear retracted, landing flaps closed, oil radiator gills and engine shutters fully open.

This diagram is valid for nominal engine power and the values given apply for ISA conditions

H_s - flight altitude

V_{is} - calibrated air speed (IAS corrected for system error)

V_s - true air speed

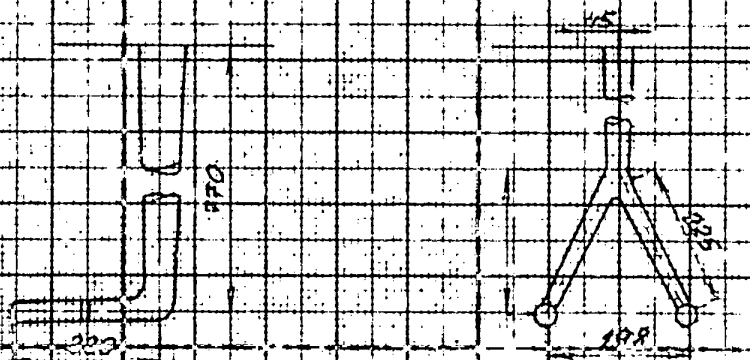


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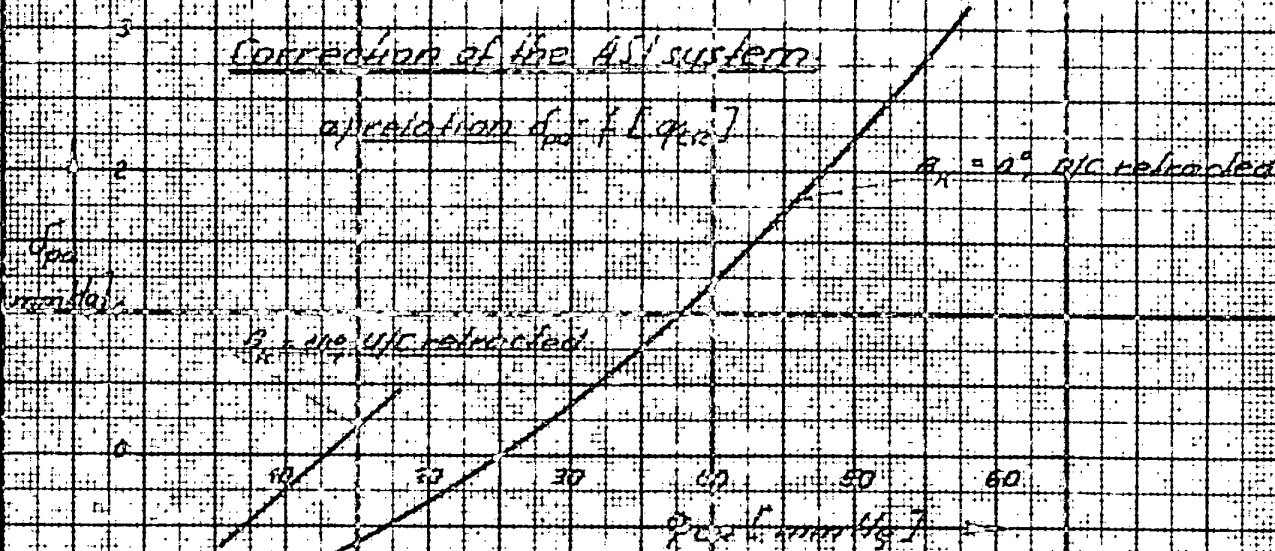
Characteristic of the ASI system on the AV-14 aircraft

Schematic drawing of Pitot head installation

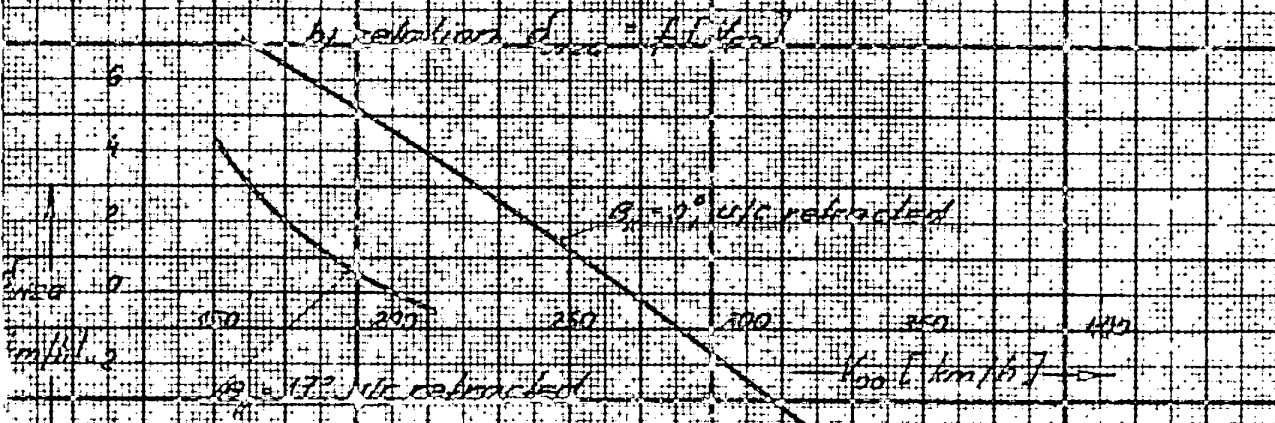


Correction of the ASI system

operation $q_{\text{cal}} = [q_{\text{cal}}]$



operation $q_{\text{cal}} = [q_{\text{cal}}]$



B_{fl} - landing flaps deflection

q_{cal} aerodynamic static pressure

q_{cal} dynamic pressure recorded by the instrument

q_{cal} correction of the ASI system

q_{cal} - calibrated air speed (corrected for system error)

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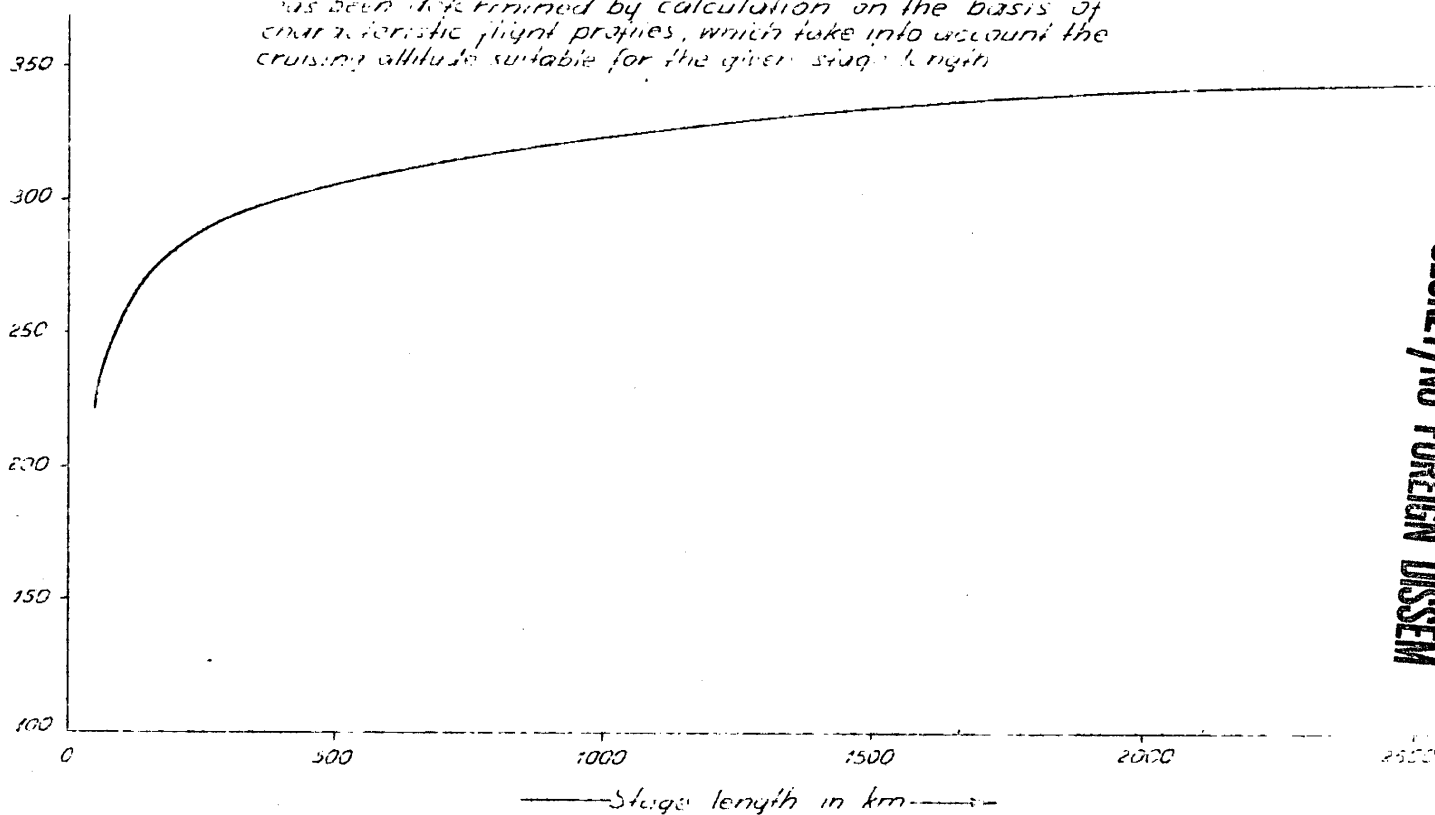
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P E R F O R M A N C E D A T A

The performance data shown have been worked out on the basis of fuel consumption measurements carried out on a number of aircraft Av 14-32 and Av - 14T with a take-off weight of 18,000 kg and besides this on the basis of assumed flight profiles for various flight stages. It may be therefore assumed, that the block speed, fuel consumption and range figures are a bit pessimistic and consequently on the safe side in temperate zones. In tropics the fuel consumption data may be taken as the real fuel consumption, since when operating at high temperatures it is necessary to use a slightly richer mixture.

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Block speed
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has been determined by calculation on the basis of characteristic flight profiles, which take into account the cruising altitude suitable for the given stage length.



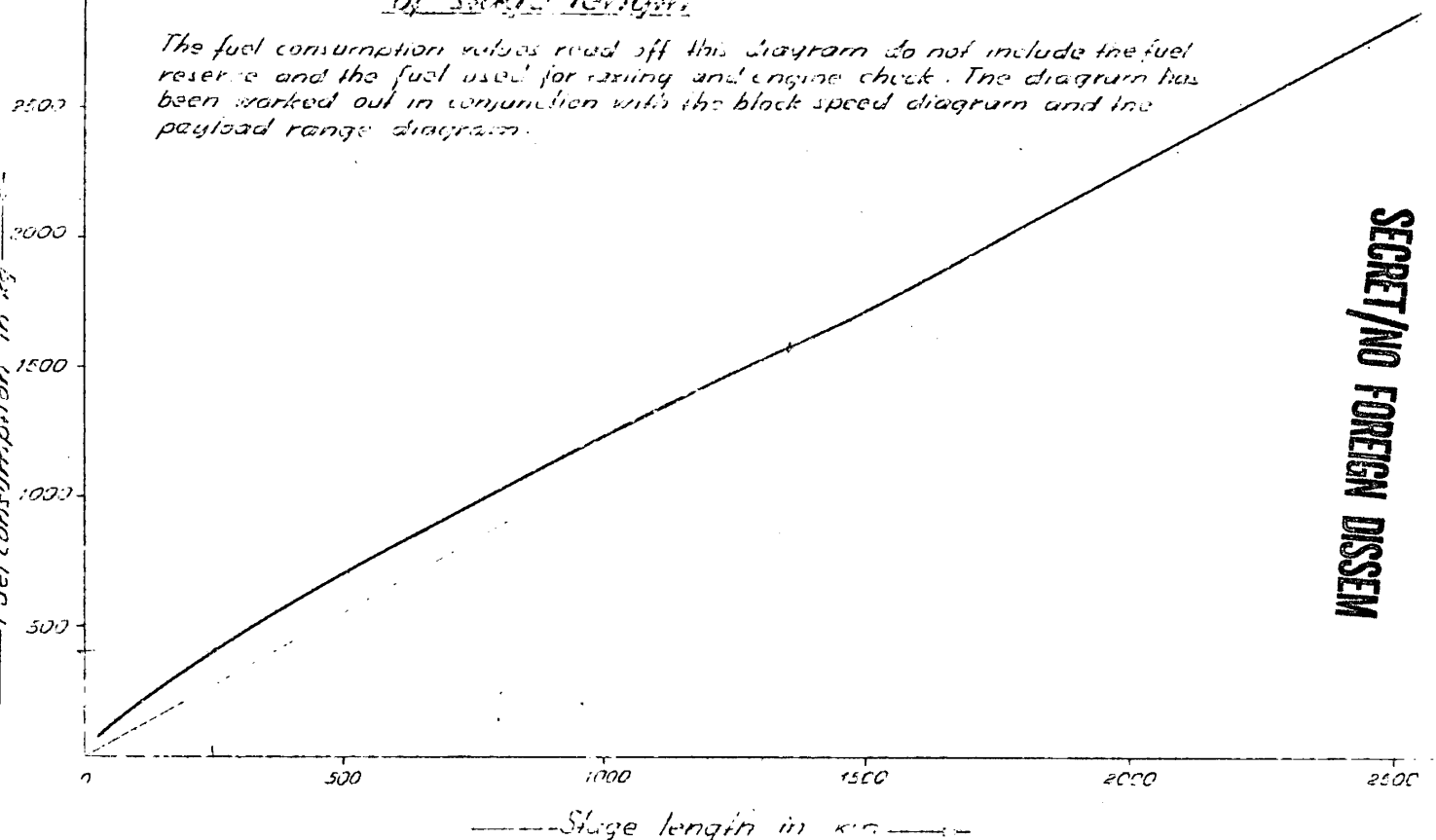
Note: The block speed is obtained when dividing the stage length by the time required to cover the stage from the moment of take-off to landing.

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Fuel consumption as a function of stage length
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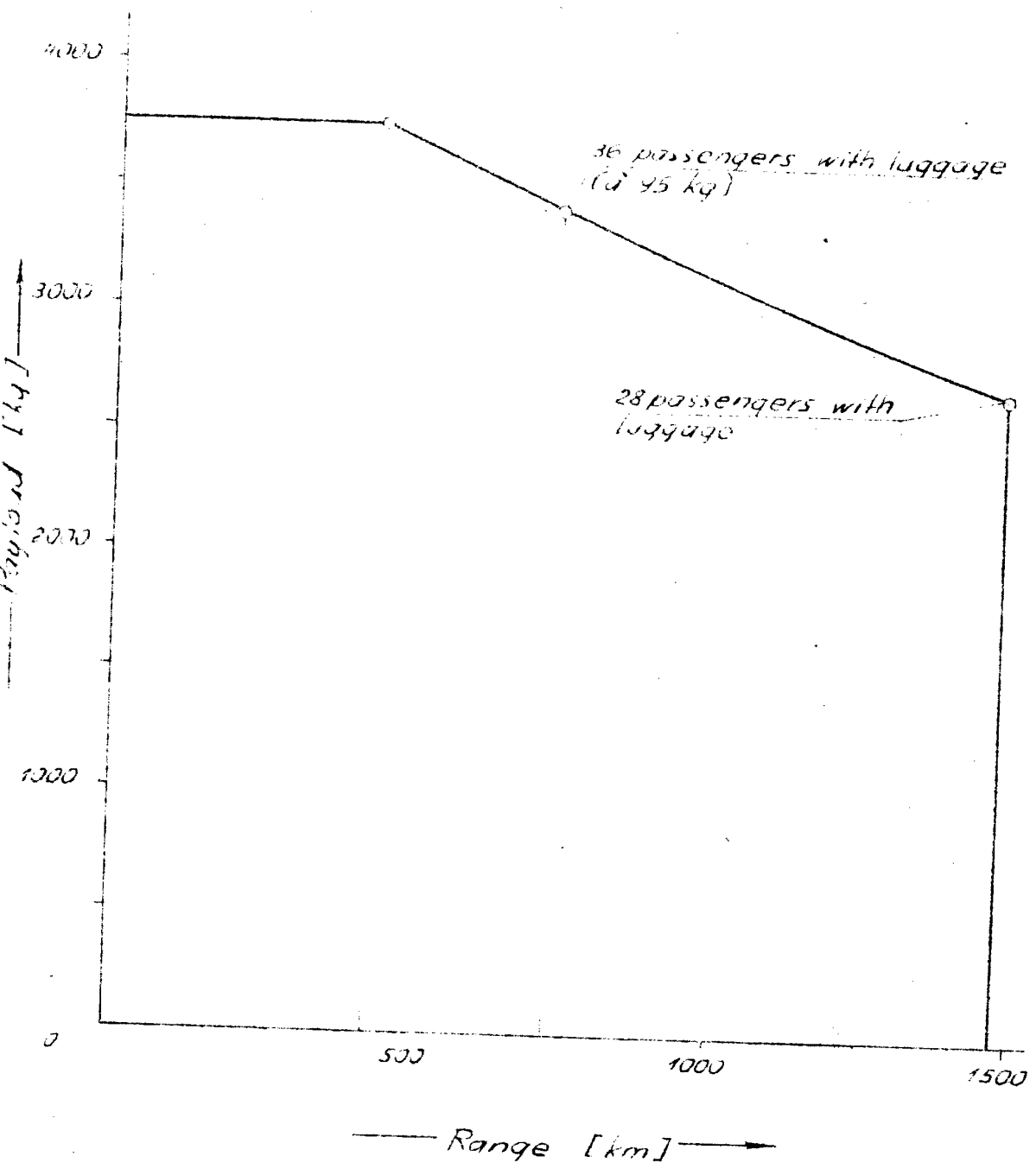
The fuel consumption values read off this diagram do not include the fuel reserve and the fuel used for taxiing and engine check. The diagram has been worked out in conjunction with the block speed diagram and the payload range diagram.



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Payload as a function of range (with no wind)

"International services" version



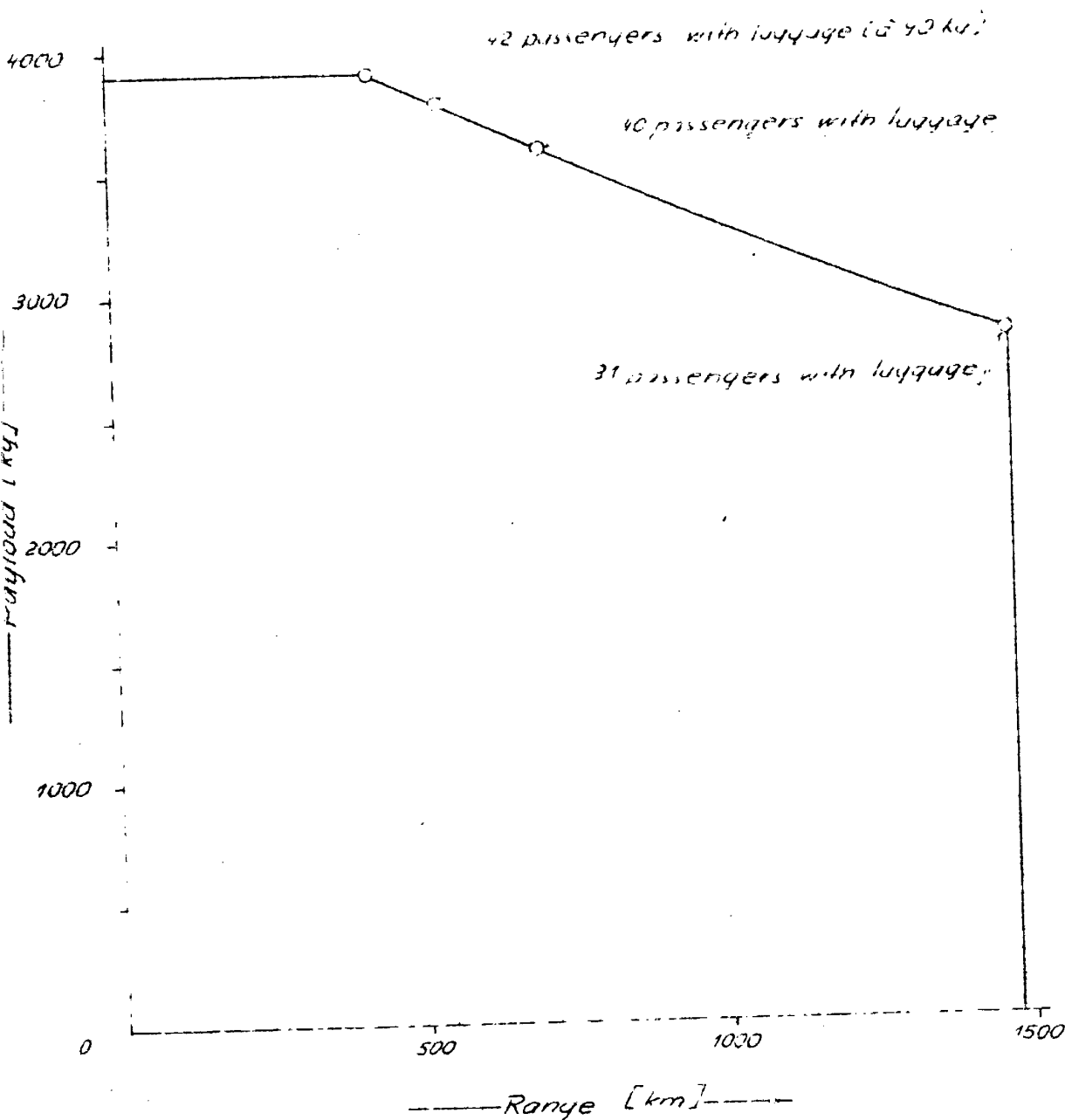
Note: This diagram has been worked out on the basis of the enclosed fuel consumption diagram with a 400 kg fuel reserve

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Payload as a function of range
(with no wind)

"Internal services" version

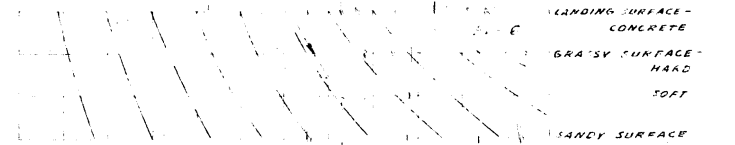
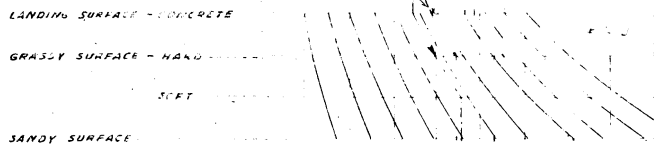
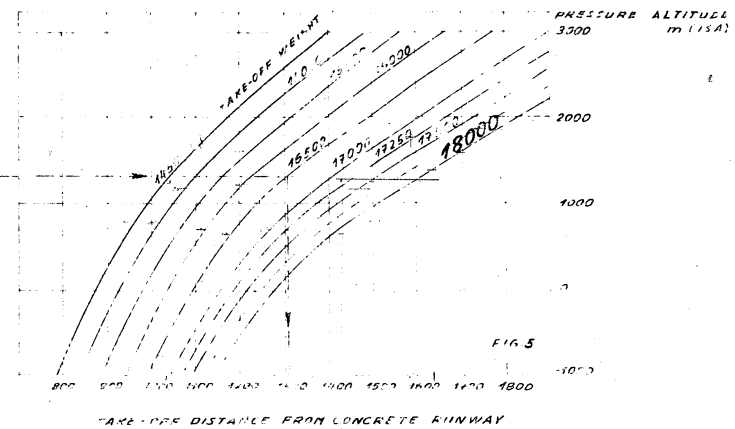
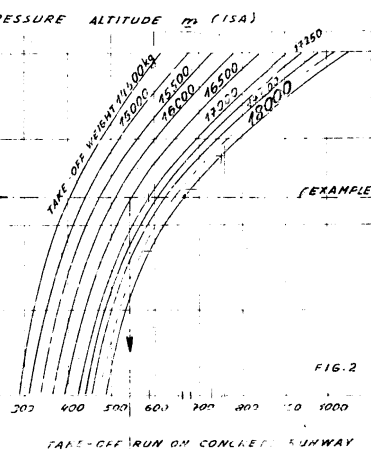
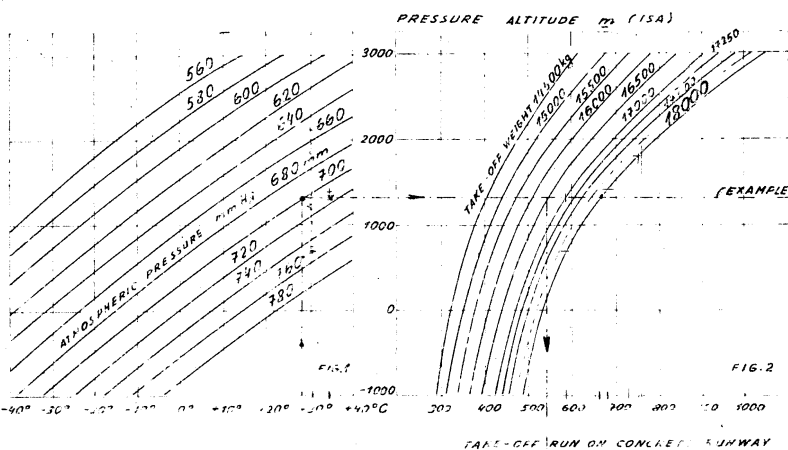


Note This diagram has been worked out on the basis of the enclosed fuel consumption diagram with 400 kg fuel reserve.

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TAKE-OFF CHARACTERISTICS OF THE AV-14 AIRCRAFT.



EXAMPLE:
 AMBIENT AIR TEMPER.: 28°C.
 ATMOSPHERIC PRESSURE 700 mm Hg
 AIRFIELD PRESSURE ALTITUDE m (ISA): 1233 m
 LANDING SURFACE: SOFT
 WIND VELOCITY: 3 m/sec
 TAKE-OFF WEIGHT: 16500 kg
 TAKE-OFF RUN: 570 m
 TAKE-OFF DISTANCE TO 25 m: 1290 m

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THIS DIAGRAM IS BASED ON THE MINIMUM TAKE-OFF SPEEDS

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Recommended flight regimes

Take-off: revs: 2,600 r.p.m.
boost 1,250 mm Hg

Climb: short-term / as a rule up to the height of
3,300 m above the aerodrome/ . revs: 2,400 r.p.m.
boost 1,020 mm Hg
continuous revs: 2,040 r.p.m.
boost 840 mm Hg

Cruise: revs: 2,020 r.p.m.
boost 700-740 mm Hg

Descent: revs: 1,680-2,000 r.p.m.
max. boost 680 mm Hg

SECRET/NO FOREIGN DISSEM

SECRET/NO FOREIGN DISSEM
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Practical examples how to use the Av 14-Super aircraft

At high ambient air temperatures it is necessary to reduce the take-off weight. Below are given examples of practical operation with the take-off weight reduced to 17,500 kg / the temperature prevailing on the aerodrome being about 25°C /.

32-seat version:

Weight empty	12,510 kg
Max. landing weight	17,500 kg
Crew / 4x80 kg /	320 kg
Service load	130 kg
Oil	170 kg
Max. fuel quantity	2,075 kg
Min. operational fuel quantity	600 kg
Max. range with one hour fuel reserve	1,475 km
Payload for max. range	2,295 kg
Max. payload	3,770 kg
Range with max. payload and with one hour fuel reserve	100 km

28-seat version:

Weight empty	12,470 kg
Max. take-off weight	17,500 kg
Crew / 4x80 kg /	320 kg
Service load	130 kg
Oil	170 kg
Max. fuel quantity	2,070 kg
Min. operational fuel quantity	600 kg
Max. range with 1 hour fuel reserve	1,475 km
Payload for max. range	2,335 kg
Max. payload	3,810 kg
Range with max. payload and with 1 hour fuel reserve	100 km

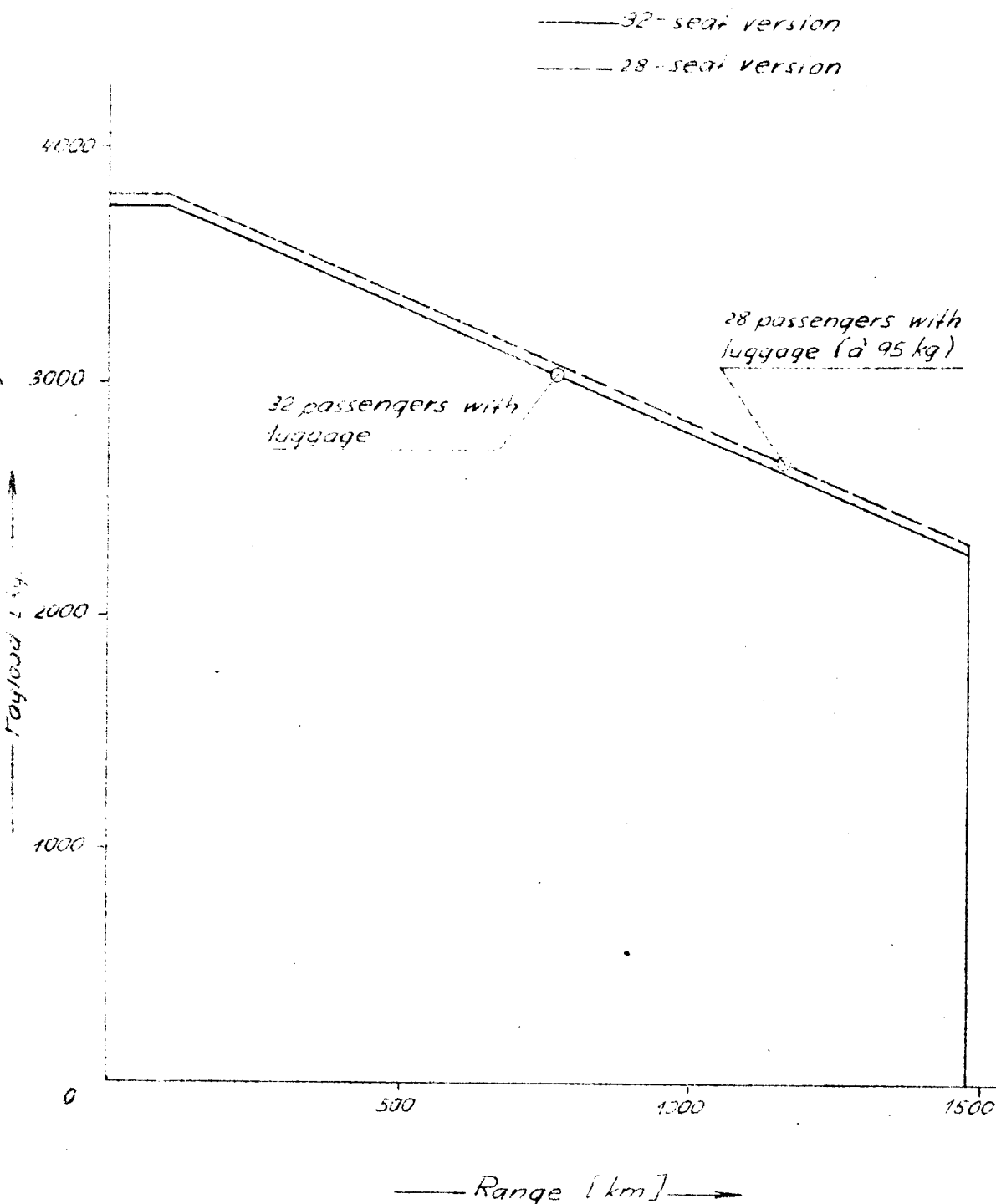
With increasing temperature the reduction of the take-off weight also increases and it is necessary to reduce either the payload or the quantity of fuel carried / not below the operational minimum / and therefore the range.

SECRET/NO FOREIGN DISSEM

SECRET/NO FOREIGN DISSEM

Payload as a function of range

This diagram is worked out for the take-off weight of 17 000 kg and
a fuel reserve of 400 kg (m.n. 1 hour reserve)
Corresponds to the enclosed graph of fuel consumption as
a function of stage length.



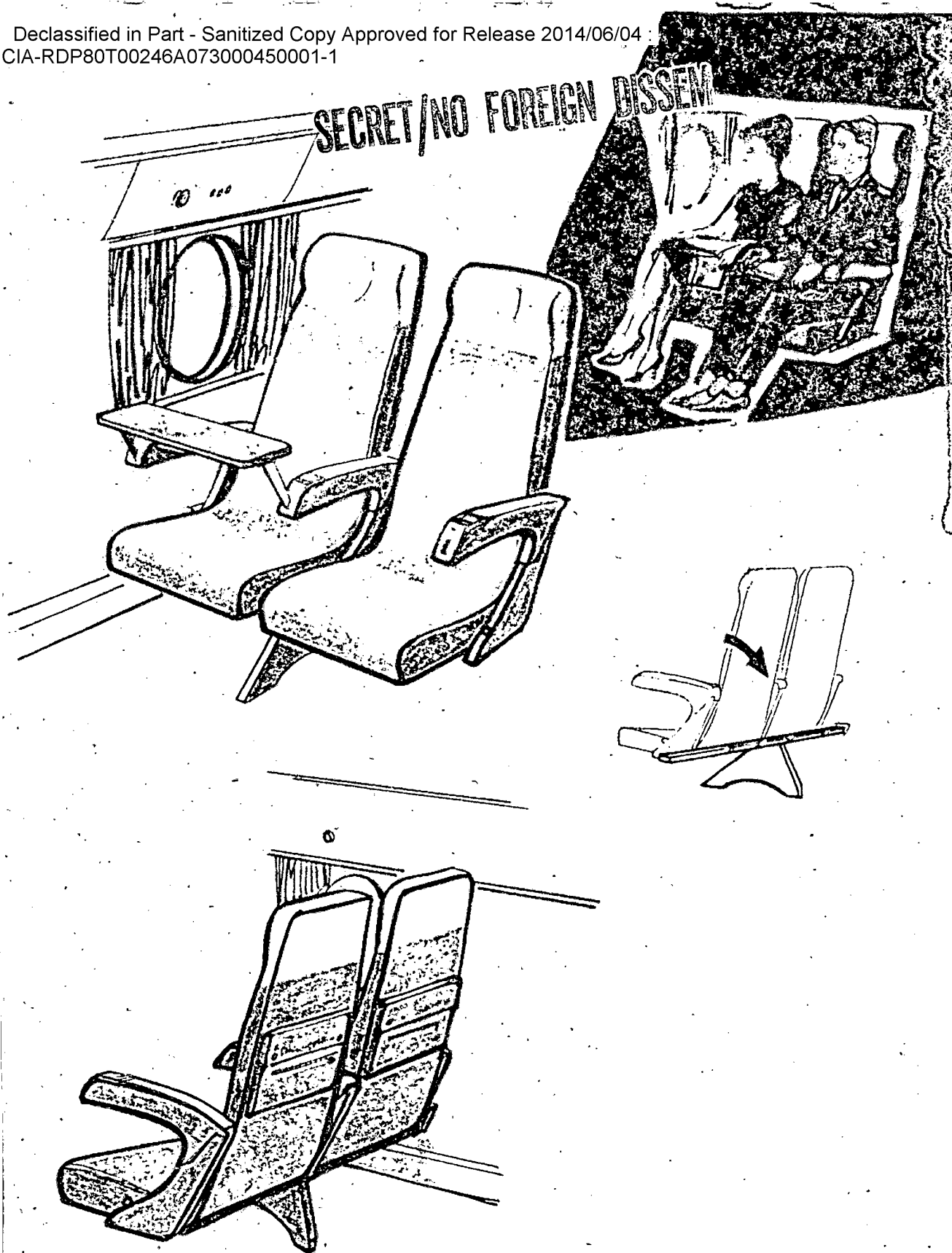
SECRET/NO FOREIGN DISSEM

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View of a modern passenger ^{cabin} styling. The passenger
cabin of the Av 14 - Super aircraft will be styled
in a similar way.

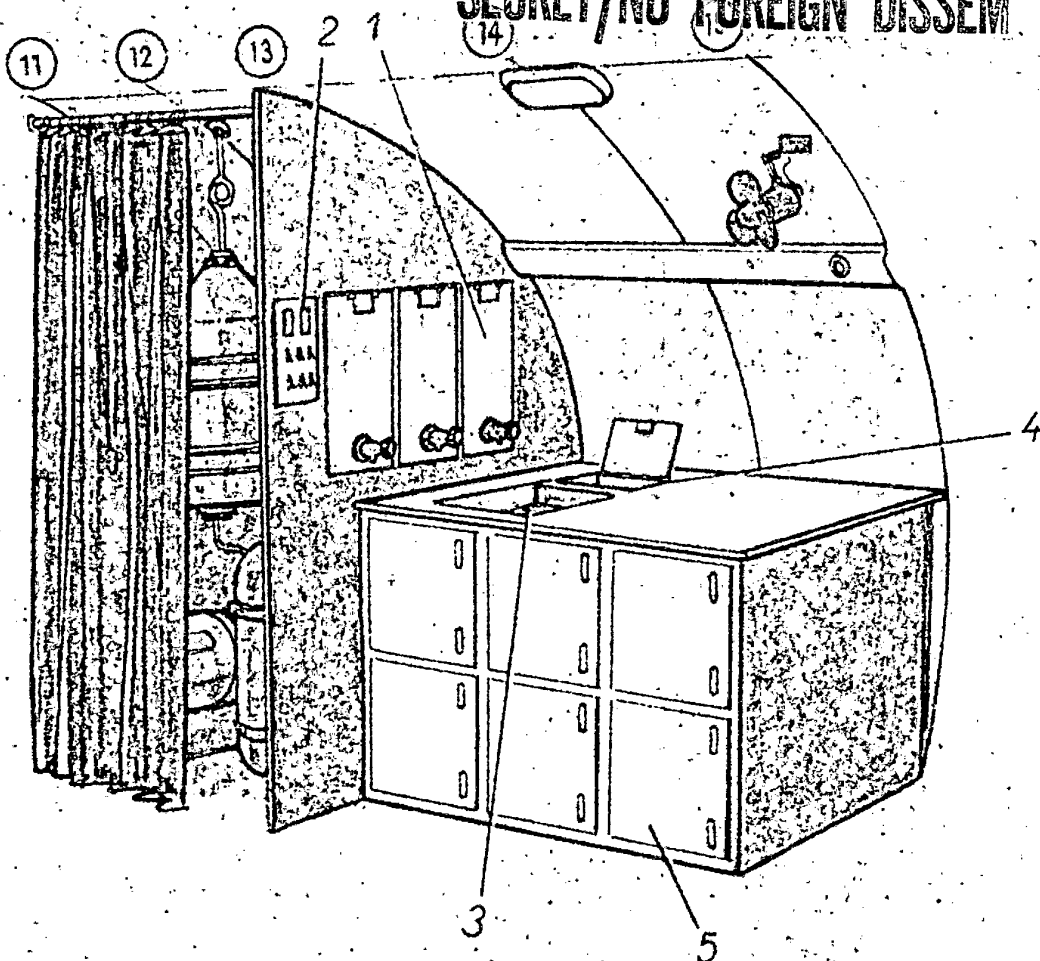
SECRET/NO FOREIGN DISSEM



Easily detachable two-position
reclining passenger seats

SECRET/NO FOREIGN DISSEM

SECRET/NO FOREIGN DISSEM



Removable pantry

- 1- Container for hot beverages
- 2- Control panel
- 3- Wash basin
- 4- Dust bin
- 5- Container for cold meals

SECRET/NO FOREIGN DISSEM

SECRET/HQ FOREIGN DISSEM

The canopy is removable.
The rear wall of the passenger cabin is removable
by lifting it forward the conversion to the 40- or 42-
version is made possible.
The lifting of the rear wall of passenger seats (for
the 40- or 42- seat version) is being installed will
not changing the original seat location.
All passenger seats are situated at the window.
The seats and windows are in the propeller
plane of rotation protected against pieces of
ice flying away from the propellers under load-
ing conditions and the noise caused by the
propellers pieces of ice shall be suppressed by
proper means.

On the international services version this window is marked
by appropriate markings and instructions

On fuselage part
side only
на фюзеляже
только с боковой
стороны

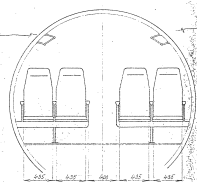
Propeller plane of rotation
Плоскость вращения винта

3,00 m² (1,95 m²)

Av 14 - Super
Av 14 - Супер

Avia, 18. 9. 1959
Avia, 18. 9. 1959

1. установленный блок сидений по вертикали узким.
2. Временная перегородка в пассажирской кабине сидения
и не переключается вперед сидения сидения для
40- или 42- местной версии.
3. Дополнительная часть пассажирских кресел (для 40- или
42-местной версии) устанавливается без изменения
исходного расположения их кресел.
4. Все пассажирские кресла расположены против ветра
и пассажиры будут иметь лучший обзор вперед и вбок
и уменьшен риск отбрасывания кресел при взлете
или посадке.



SECRET/NO FOREIGN DISSEM

Ав 14 - Супер

Август, 18.9.1959

Av 14 - Super

Avia, 18.9.1959

